

For the Farm.

CLOVER HAY FOR HORSES.

It has generally been supposed that clover hay was unfit for horses, however good it might be for other kinds of stock. Mr. T. B. Terry, of Ohio, a farmer who makes a specialty of potatoes, wheat and clover, keeping but few farm animals aside from horses for this work, has made a practice of feeding them with clover hay. As he is very successful in his farming operations his experience is entitled to a more careful consideration.

He says: For food, clover is beyond doubt the very best general crop we have. It is about equal pound for pound to oats and we can grow five times as many pounds of clover as we can of oats on the same ground. I do not, he says, feed my work horses grain, have not done so for twenty years and have saved a great deal of money by it, while the horses have done just as well.

Mr. Terry has a considerable amount of work for his horses to do on the farm and road which should be taken into consideration.

This long experience, covering 20 years, should be worth something, and if it is successful with him why not with others under similar conditions? This change from hay and grain to clover alone might appear too radical for some, but perhaps his plan might lead farmers to substitute clover hay in part, with perhaps less grain, to advantage. But this clover hay would need to be cured in the best manner possible, so as not to be at all dusty and musty, as that would not be very suitable feed for horses.—[St. Albans Messenger.]

HAY-LOFT SWEEPINGS FOR CHICKS.

When you have a brood of chicks, try giving them the sweepings of the hay-loft in which to scratch, and you will be surprised to notice how busy the little fellows will be, and how industriously they will work to secure the seeds. There is nothing that will tempt little chicks like small, seeds, and they will scratch from morning until night if they can find them. The scratching will do more to keep them in health than anything that can be done for them. It makes them keep warm, compels them to feed without filling their crops too rapidly, prevents leg weakness, and assists them to endure cold. Their appetites will also be greater, and they will eat anything else provided, with avidity. If chicks are fed four times a day when young, and given hay, chaff and leaves to work in, they should grow rapidly. They must be kept in a warm place having plenty of light and carefully fastened up at night.—[American Farmer.]

PLANT FOOD OF FERTILIZERS.

Fertilizers may contain a greater portion of plant food than is equivalent to their cost, and yet the plant food may be in such shape and condition as to be useless to the farmer for immediate effect on his crops. It is true that the insoluble materials of the fertilizer may prove beneficial to him in the future, after chemical action in the soil has reduced the substances to a state of solubility, but the farmers who procure fertilizers do so with the view of securing plant food for the crops which are to be grown immediately. It is when the fertilizers contain their nitrogen in the shape of nitrates and sulphates, or their phosphates as acidulated bone, that the best results are obtained. Peruvian guano and the several salts of potash are always in excellent form for plant food. Refuse materials from manufacturing, however, though often rich in the required elements, are not always in an available form.—[Philadelphia Record.]

WEED KILLING.

The most magnificent duty that devolves upon the farmer now is the destruction of the weeds that have made so good a growth during the frequent showers of a few weeks past. As one farmer says, it has rained a day and then dried for one day, but rained again before he could hoe much, thus giving new life to the few weeds that were hoed up. But now we should have some drying weather that will kill weeds when they are left upon the surface, and with the modern tools we have, the fine harrows for such crops as they can be safely run over, the various horse hoes and cultivators, scuffle hoes and other hoes of almost as many forms as there are crops for them to be used among, weeds ought to be killed very rapidly. When there is any doubt whether there is time to put in a few other crops that might seem desirable, or whether it would be better to kill the weeds first, it will be better to attack the weeds and neglect the planting. Two crops well cared for will produce more money than three that are neglected until weeds begin to crowd them and rob them of their food and water.

MANURES THAT ARE USELESS.

There are legions of farmers who do not realize the fact that they use tons of manure which is useless to plant until late in the season, for no manure can be appropriated by plants until it is decomposed in the manure heap or after it has been applied on the field. There may be portions of the manure soluble, especially if the urine has been saved and absorbed, but it may require two or three years for the whole of the manure to change its form, and as much depends also on the composition of the manure as on the fertilizers, for the manure heap is composed only of what the farmer

has made it, the kind of food used and the ages of his stock, while the manner in which the manure is kept largely affects its value.

RIPENING CREAM.

Cream is ripe for churning when it is just sensibly sour to the smell or taste, and if the churning is delayed after this point the quality of the butter will be injured. Moreover, by longer delay the churning itself may be prevented or made very difficult by the changed condition of the cream, and the butter rendered almost worthless. Hence it is very necessary not only that the period mentioned should not be exceeded but that the temperature of the cream during this period should not exceed 62° to 65°.—[Henry Stewart.]

THE OVERHEAD CHECK REIN.

Whether the ordinary check-rein is of any benefit may, perhaps, be considered an open question. There are arguments both for and against its use. On others it is probably an injury. But, however this form of the rein may be regarded, there seems to be but one way to look upon the overhead check. This kind of a rein is a barbarity and ought to be abolished at once and forever. It keeps the horse in constant pain, while it is on, and the discomfort produced by its use remains long after it is removed. In many cases it has caused severe disease. The horse is a noble animal, and it is a shame and disgrace that for the sake of show he should be tortured by the wealthy and aristocratic owners who use this form of check-rein.—[American Dairyman.]

SHIPS THAT ARE LOST.

It has, to many persons, been an interesting speculation as to the aspect of the countless wrecks which have been swallowed up by the North Atlantic since the churn of waters has been ploughed by the keels of ships. Their number is probably to be reckoned by the tens of thousands, and the greater part of them lie in a comparatively small part of that field. If we count this portion of the Atlantic which is most peopled with wrecks as having an area of 3,000,000, square miles, and estimate the total number of such ruins within this space as 30,000, we would have an average of one sunken ship for each hundred square miles of surface. If all these crafts were at once sailing over the surface of the sea we should, from the deck of any one of them, be likely to note the masts of several others. But as they lie on the floor of the ocean the greater part of them are probably reduced to low mounds of rubbish, so that if the ocean floor were converted into dry ground, and we crossed it in a railway, seeing the fields as we do the prairies, it would require an attentive eye to discern the existence of many of these remains.

It is a singular, and perhaps somewhat humiliating fact, that the most conspicuous and indelible record which man is making in the strata now forming on the sea-floor is written in the bits of coal and ash which are cast from our steamships as they pursue their way over the ocean. The quantity of this debris is very great, and unlike the wrecks, it is very evenly scattered along the paths followed by our steam marine. It is likely that already, in the track of our transatlantic commerce, not a square rod would fail to give a trace of this waste from our coal-burning engines. As this material is not attacked by the marine animals, and is very little affected by the other agents of decay, it will doubtless be very perfectly preserved in the strata which are to bear the records of our time. In the eventual formation of a deposit containing a notable quantity of cinders, it may be that our successors in the far hereafter will interpret our, perhaps otherwise, unrecorded ways of voyaging.—[From "The Depths of the Sea," by Prof. N. S. Shaler, in the July Scribner.]

BRIDGET'S COMPLAINT.

"Bridget, will you go down and shake the furnace? Mr. Smith hadn't time to attend to it this morning," said Mrs. Smith to her new girl before she went out for an hour the other morning.

On her return Bridget met her with a something-up expression. "Plaze'm, I'm going to lave. It's no such horse's work as that I hired wid ye to do! Shake the furnace, inde— a big, heavy thing like that! I couldn't do it. I've hit wid the poker, and tried to pry it up wid the axe, the doors come off, and the pipes is twisted—but divil a bit can I move it! It isn't out to this counthre I came to be axed to do such work as that, and you're no lady to expect it av me. Next thing ye'll be after telling me to take the pianny up stairs or carry out the kitchen stove. Not another minute will I shay wid ye. So good-by."

And it took nearly as much time and trouble to soothe Bridget's feelings as it did to mend the furnace.—[Brooklyn Life.]

A NEWSUMMER DRINK.

An English dairy paper tells of a new use for skim milk. After the milk has been creamed by the centrifuge, the skim milk is sterilized by heating, to destroy all bacteria, or gems of ferment or other possible means of injury to its keeping. The milk is then charged with pure carbonic acid gas at a high pressure and placed in syphon bottles from which it can be drawn at any time. The milk so treated, it is claimed, will remain sweet indefinitely. The medical profession have taken hold of the

carbonated milk and are prescribing it for persons who have not been able to digest whole milk. It is said to be very valuable and most easily digested.

ALL SORTS.

Blood Disorders
Cause Rheumatism, Neuralgia, Sick Headache, Running Sores, Pimples, Boils, Carbuncles and all diseases of the skin. You can thoroughly cleanse the blood of all impurities, and kill all germs of disease by the use of Dr. David Kennedy's Favorite Remedy, made at Rondout, N. Y. It is recommended and endorsed by the medical profession.

The old Harrison mansion built near Vincennes, Ind., in 1806 by the President's grandfather, is still occupied as a residence.

There is nothing like Dr. Thomas' Electric Oil to quickly cure a cold or relieve hoarseness. Written by Mrs. M. J. Fellows, Burr Oak, St. Joseph Co., Mich.

Alexander Henry, inventor of the celebrated Martini-Henry rifle, used exclusively in the British army, is a Scotchman by birth and recently celebrated his 74th birthday.

Clipped from Canada "Presbyterian," under signature of C. Blackett Robinson, Prop'r: I was cured of off-remembering bilious headaches by Burdock Blood Bitters.

Chicago is to erect a monument in memory of James A. Garfield.

In Europe 27,000,000 men are ready at any moment to take the field.

Travellers' Guide.

ST. JOHNSBURY AND LAKE CHAMPLAIN R. R.

Summer Arrangement, June 27, 1892.

Trains Leave St. Johnsbury.

GOING WEST.

For Danville, West Danville, Walden, Greensboro, East Hardwick, Hardwick, Morrisville and Hyde Park, 7.35 a. m., 3.20 p. m., and 8.05 p. m.

For Johnson, Cambridge Junction, Burlington, Fletcher, Fairfield, Sheldon, Highgate and Swanton, 7.35 a. m., 3.20 p. m.

For Stanbridge, St. John, and Montreal via East Swanton, 3.20 p. m.

GOING EAST.

For East St. Johnsbury, North Concord, Miles Pond and Lunenburg, 2.30 a. m., 2.50 p. m., 4.50 p. m.

For Whitefield, Fabyans, Crawfords, Glen, North Conway, Fryeburg, Portland, Brunswick, Lewiston, Augusta, Waterville, Bangor and St. John, 2.30 a. m., 2.50 p. m.

H. E. FOLSOM, D. J. FLANDERS, Supt. Gen. Pass. Agt.

BOSTON & MAINE R. R.

PASSUMPSIC DIVISION

SUMMER ARRANGEMENT, JUNE 27, 1892.

Trains Leave St. Johnsbury.

GOING SOUTH.

For Concord, Manchester, Nashua, Lowell and Boston via White River Junction, 12.40 a. m., 8.55 a. m., 9.45 a. m., 4.55 p. m.

For Concord, Manchester, Nashua, Lowell and Boston via Wells River and Plymouth, 1.40 a. m., 8.55 a. m., 9.45 a. m., 2.34 p. m.

Arriving at Boston, 8.15 a. m., 4.55 p. m., 8.55 p. m.

For Bellows Falls, Northampton, Springfield, Hartford, New Haven and New York, 12.40 a. m., 8.55 a. m., and 9.45 a. m.

For Newbury, Bradford, Fairlee, Thetford, Norwich and White River Junction, 12.40 a. m., 8.55 a. m., and 5.54 p. m.

For Passumpsic, Barnet and McIndoes, 8.55 a. m., and 5.54 p. m.

For Wells River, 12.40 a. m., 1.40 a. m., 8.55 a. m., 9.45 a. m., 2.34 p. m., 5.54 p. m., 10.15 p. m. (mixed).

GOING NORTH.

For Lyndonville and Newport, 2.22 a. m., 3.15 a. m., 10.45 a. m., 3.13 p. m., 4.27 p. m., 8.00 p. m.

For West Burke, Barton and Barton Landing, 3.15 a. m., 10.45 a. m., 4.27 p. m., 8.00 p. m.

For Standish and Derby Line, Massawippi, North Hatley, Lennoxville and Sherbrooke, 3.15 a. m., 3.13 p. m., 8.00 p. m.

For Quebec via Sherbrooke and Grand Trunk Ry., 3.15 a. m., 8.00 p. m.

For Quebec via Sherbrooke and Quebec Central Ry., 3.15 a. m., 8.00 p. m.

For Montreal via Sherbrooke and Grand Trunk Ry., 3.15 a. m., 8.00 p. m.

For Montreal via Newport and Canadian Pacific Ry., 2.22 a. m., 3.13 p. m.

J. W. SANBORN, D. J. FLANDERS, Acting Gen. Man. Gen. Pass. Agt.

H. E. FOLSOM, Div. Supt.

CONCORD & MONTREAL R. R.

June 27, 1892.

Passenger Service from St. Johnsbury.

For Woodville, Plymouth, Laconia, Tilton, Concord, Manchester, Nashua, Lowell and Boston, 1.40 (ex.), 8.55 a. m., 2.34 (ex.) p. m. Arrive Boston 8.05 a. m., 4.55, 8.55 p. m.

Sundays 1.40 a. m., arrive Boston 8.05 a. m.

The 1.40 a. m. train (daily) has through passenger and sleeping cars.

For St. Johnsbury via Plymouth and Wells River.

Leave Boston 9.00 (ex.) a. m., 1.15, 7.15 (ex.) p. m. Sundays 7.15 p. m.

Leave Lowell 9.45 (ex.) a. m., 1.58, 7.58 (ex.) p. m. Sundays 7.58 p. m.

Leave Nashua 10.41 (ex.) a. m., 2.25, 8.30 (ex.) p. m. Sundays 8.30 p. m.

Leave Concord 10.41 (ex.) a. m., 2.51, 9.03 (ex.) p. m. Sundays 9.03 p. m.

Leave Concord 11.18 (ex.) a. m., 3.25, 9.40 (ex.) p. m. Sundays 9.40 p. m.

Arr. St. Johnsbury 3.15 p. m., 8.00 a. m., 2.17 a. m.

The 9 a. m. train from Boston week days, and the 7.15 p. m. train (daily) have passenger and sleeping cars.

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On and after June 27, 1892.

Trains Leave

St. Johnsbury 2.30 a. m., 7.00 a. m., 2.50 p. m.

Lewiston 4.00, 7.55, 3.35

Fabyans 4.45, 8.50, 4.50

Trains Arrive

No. Conway 6.15 a. m., 10.10 a. m., 6.10 p. m.

Boston 1.05 p. m., 3.30 p. m., 8.15 p. m.

Portland 8.15 a. m., 12.15, 8.15 p. m.

Lewiston 9.26 a. m., 2.33, 11.25 a. m.

Bangor 3.05 p. m., 4.50, 4.45

Bar Harbor 5.10, 7.15, 8.15

St. John 10.00, 5.30 a. m., 12.50 p. m.

Trains arrive at St. Johnsbury from Boston, Portland, Lewiston, Augusta, North Conway and White Mountain resorts 2.35, 6.30 p. m., and 12 midnight. From Bangor, Bar Harbor, Boston and all points east 6.30 p. m. and 12 midnight.

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Parasols at our usual low prices.

Jersey Ribbed Vests, 10, 12 1-2, 20 and 25 cents.

Fast Black Hose 25, 37 1-2 and 50 cents.

Children's Lace Caps from 25 cents to \$1.25.

All Wool 36 inch Bedford Cords 50 cents, 27 in. Bedford Cords, 25 cents.

Good line of Flannelettes, Gingham, White Goods and Apronettes.

Croquet Sets, special at \$1.00.

One Burner Oil Stoves at 75 cents. Two and three burner at lowest prices.

Patent Spring Wire Screens 29 and 35 cents.

Doll Carriages at \$1.00.

Toy Carts 10, 15 and 25 cents.

77 RAILROAD STREET.

63 MAIN STREET.

Fast Black Hose 25 cents per pair, extra value.

Silk Taffeta Gloves 25, 37 1-2 and 50 cents per pair.

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Dr. Warner's Health Corset \$1.00.

Olmstead Waist for Ladies 1.00.

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